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COUNTRY Germans (Soviet Zone) REPORT NO. [REDACTED]

TOPIC Schoenefeld Airfield

EVALUATION 25X1X PLACE OBTAINED 25X1A

DATE OF CONTENT 24 June to 2 August 1951

DATE OBTAINED [REDACTED] DATE PREPARED 12 September 1951

REFERENCES [REDACTED] 25X1A

PAGES 1 ENCLOSURES (NO. & TYPE) [REDACTED]

REMARKS [REDACTED]

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1. During the period from 24 June to 6 July 1951, source observed that 40 officers, 40 to 50 EM, and 9 aircraft were transferred from the Dispensee side of Schoenefeld airfield to the Schoenefeld side of the installation. The officers were billeted in building No 55. Officers carried on the daily ration list included Lieutenant Colonel Malkhanov (fnu), 1 lieutenant colonel, 3 majors, 5 captains, 15 senior lieutenants, and 15 lieutenants in addition to the pilots that arrived daily. This number varied from 10 to 40. The officers wore blue-bordered yellow epaulets with a black partition stripe in the middle. Lieutenants wore two golden stars, senior lieutenants 3, and captains 4. Field grade officers had epaulets divided by two black longitudinal stripes. Majors wore 1 star, lieutenant colonels 2, and colonels 3. The stars are larger than those worn by junior officers. Uniforms worn were khaki colored with metal clips on their left breasts. The pilots arriving at the field wore black-bordered blue epaulets. The 40 to 50 EM mentioned above were quartered in building No 41. The kitchen and messhalls were in reconditioned building No 44. Building No 43 was occupied by utility shops.
2. The nine aircraft mentioned above were parked on hardstand No 35. Four of these planes, twin-engine aircraft, were gray green and fitted with partitioned cockpits, tail wheels and had yellow numbers on their tail units. Another twin-engine plane was silver gray, fitted with double wheel landing gear, nose wheel, and had a yellow number on its tail unit. The remaining four aircraft were biplanes and had white numbers on their tail sections. The numbers 2, 3, and 5 were seen.
3. At 3 p.m. on 27 June, a silver gray Polish plane marked by the letters "CP-LHC" and fitted with a nose wheel, landed at the field. Immediately afterwards, another plane with the letters "CCCP- A 1842" landed there.
4. At 2 p.m. on 3 July, 3 gray green twin-engine aircraft with a red star on each tail landed. The planes, which had partitioned cockpits, taxied to Dispensee. At 3 p.m., a silver gray twin-engine plane fitted with a double wheel landing gear and a nose wheel landed at the field. The plane had the letters "CP - LHC". A plane of the same configuration, but with the letters "CCCP - A 1819", landed at 3:10 p.m.
5. The following flight schedules were observed: Take-off of a Rumanian plane at 4:45 a.m.; take-off of a Soviet plane at 6:20 a.m.; arrival of a Soviet plane at 3 p.m. which had taken off on the previous day at 6:20 a.m.; landing of a Polish plane at 11 a.m. The planes operating between Warsaw and Paris would land

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at noon on alternate days. In many cases the flight schedules were not met. Delays of several hours occurred frequently.

6. Flying activities observed at the field during the period from 10 July to 2 August included:

<u>Date</u>	<u>Activity</u>	<u>Aircraft</u>
10 July	Landing	1 biplane with white number 3 on tail unit
13 July	Flying from 10:10 to 11 p.m.	1 biplane and 1 twin-engine plane
16 July	Landing at 11 a.m.	1 silver gray twin-engine plane with nose wheel, white-red square on tail unit
	Take-off at 11:30 a.m.	same plane
	Landings at 5:15 p.m.	2 gray green twin-engine planes with a red star on their tail units
25 July	Take-off at 6:20 a.m.	1 twin-engine Aeroflot plane with nose wheel
	Landing at 11:30 a.m.	1 Polish twin-engine plane with nose wheel and a white-red square on its tail unit
	Take-off at noon	same plane

Three twin-engine planes and 5 biplanes were seen on hard stand No 35.

26 July	Take-off at 6:20 a.m.	1 twin-engine Aeroflot plane
	Flying from 1-3 p.m.	1 Fieseler Storch plane
	Landing from 9:30 p.m.	1 Aeroflot plane, which was scheduled to land at 3 p.m.

Three twin-engine planes and eight biplanes were parked on hardstand No 35. An olive drab twin-engine plane which had the letters "CCCP - 1056" was parked in front of hangar 11. Hangars 11 and 15 were empty. A Fieseler Storch plane was seen at area No 28.

<u>Date</u>	<u>Activity</u>	<u>Aircraft</u>
30 July	Landing at 11:30 a.m.	1 silver gray twin-engine plane with nose wheel, lettered "P-LHC" and marked by a white-red square on its tail unit.

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<u>Date</u>	<u>Activity</u>	<u>Aircraft</u>
31 July	Landing at 2 p.m.	1 silver gray twin-engine plane with door on right side of fuselage and marked by a white-red square on tail unit and lettered "SP-LCD"
	Take-off at 2:30 p.m.	same plane
	Landing at 2:15 p.m.	1 twin-engine plane lettered "SP" - "LHC" of the same type as that above
	Take off at 2:45 p.m.	same plane
	Landing at 3 p.m.	1 silver- gray twin-engine plane with nose wheel and lettered "CCCP - 11742"
1 August	Landing at 3 p.m.	1 silver gray twin-engine plane with nose wheel, lettered "CCCP - 11819", and red marking on tail unit
2 August	Landing at 2:30 p.m.	1 silver gray twin-engine plane, lettered "SP-LCD"
	Landing at 3:15 p.m.	1 twin-engine plane, nose wheel, red marking on tail unit, and lettered "CCCP- 11743"

Passenger cars B 7-80-27 and C 5-74-31 were seen at the field on 10 and 15 July. On 19 July, five biplanes were observed on hardstand No 35. An additional five biplanes were said to have been parked in hangar No 15 in Dispensee on this day. Aeroflot planes operate on all days except on Mondays.

7. Aircraft parked in the northern corner of the field from 9:30 a.m. to noon on 7 July included: 5 transports equipped with radial engines and fitted with nose wheels, numbers 470745, 47191, 47873, and 5982 were identified, plane 47873 was fitted with a red white propeller hub; a silver Aeroflot plane fitted with two in-line engines and a nose wheel. Rear half of the rudder assembly was yellow, and the word "Aero"lot" was on the fuselage in red letters. Six biplanes, including 2 with the white numbers 2 and 6 were seen. Trucks E 5-30-74 T, E 5-30-78 T, and E 5-30-80 T left the gate on the western side of the airfield about 10:30 a.m. No flying was observed between 9:30 and noon.
8. From 9 a.m. to 5:30 p.m. on 31 July, six twin-engine transports with the numbers 5979, 5982, 47191, 476745, 477197 and 466873 were parked on the west side of the installation. This side was reserved for commercial aircraft. The numbers were in yellow on the rudder assemblies above the Soviet star. Four biplanes were also seen. Two twin-engine transports were seen in the military section of the field, on the east side of the installation. Flying activities observed included:

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<u>Hour</u>	<u>Activity</u>	<u>Aircraft</u>
9:20 a.m.	Take-off	1 biplane, white number 6 on rudder assembly
9:45 a.m.	Take-off	1 transport No 5982
10:30 a.m.	Landing	1 transport; parked in the military section of the field
11:40 a.m.	Take-off	1 transport with ³ red rectangle on rudder assembly preceded by a two-digit number in red
11:50 a.m.	Take-off	1 biplane
11:55 a.m.	Landing	1 Polish commercial plane
12:30 p.m.	Landing	1 Czech commercial plane
12:55 p.m.	Take-off	1 Polish commercial plane
4:10 p.m.	Landing	1 Soviet commercial plane; the rear half of its rudder assembly was yellow; the Soviet star was replaced by a red flag
4:12 p.m.	Landing	1 Soviet commercial plane of the same type
4:50 p.m.	Landing	1 Ju-52 with Bulgarian national colors and white-green-red on rudder assembly
5:10 p.m.	Take-off	A Czech commercial plane. *

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* Comment. The report shows that the airfield is still being used by aircraft of various airlines. No Soviet air unit is stationed at the field. For location of numbered buildings, see Annex to

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